An Issue Specific Traffic Impact Study

For

The Paseo Village Townhomes

Prepared for

The County of San Diego

And

Day Street Development - LLC

On

May 1, 2007

By

Federhart & Associates
2845 Nimitz Blvd. #G
San Diego, CA 92106

LOCATION OF RESPONSES TO TIS COMMENTS

ATTACHMENT "C"

Traffic Impact Study: Transportation Division staff has reviewed the following documents regarding the proposed 31-unit Paso Village Townhomes development:

1) Traffic Impact Study (TIS) prepared by Federhart & Associates dated January 25, 2007

2) Tentative Map prepared by Tri-Dimensional Engineering, Inc dated June 6, 2006

3) Design Exception requested by Day Street Development LLC dated November 20, 2006

The following are our comments:

Traffic Impact Study (TIS)

1. The TIS should provide a summary table that ~~list~~ LISTS all the roadway segments and intersections cumulatively impacted by the proposed project and their corresponding mitigation measure. SEE TABLE 6 PAGE 30

2. The TIS recommends that the project contribute to the SR-67/14th Street intersection Capital Improvement Program (CIP) project in order to mitigate its cumulative impacts to non-TIF SR-67 roadway facilities. The TIS should specify which of the project's SR-67 cumulative impacts would be mitigated by the contribution towards the CIP project. SEE BOTTOM PARA. - P. 15 AND TOP PARA. - P. 31

3. The TIS recommends that the project pay its fair-share to improvements planned by others at several intersections along SR-67. The proposed project must mitigate its cumulative impacts to the proposed SR-67 intersections in one of the following ways: 1) construct the intersection improvements 2) make a fair-share contribution to a construction project after it has been identified/established as an officially scheduled project by the County and/or CALTRANS; or 3) wait until the intersection improvements have been constructed before the project comes online. The TIS should verify that the proposed project will use the aforementioned mechanisms to mitigate its cumulative impacts to non-TIF roadway facilities. SEE 4TH PARA. UNDER RECOMMEN. P. 32

Tentative Map

1. The project engineer should verify that the project's onsite/internal roadway system will conform to County design standards.

2. The local fire district should review and approve the project's access plan and onsite road design.

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Executive Summary

The Paseo Village Townhomes Issue Specific Traffic Impact Study is for a 30 net residential unit project located one block east of SR 67 on Day Street in downtown Ramona.

It will generate 240 ADT and a total of 20 AM and 24 peak hour vehicle trips on the Ramona roadways.

Based on an evaluation of the projects traffic impact on existing traffic, this TM 5509 project will have no direct traffic impacts on any streets or highways in the Ramona area.

When the projects traffic is assigned, it was found that it will have cumulative traffic impacts on roadways in the area, when added to all the other proposed, cumulative, near term projects in the Ramona area.

Its cumulative traffic impacts will be partially mitigated by its 30 units contributing to the County TIF program for those improvements covered in the TIF program.

Its cumulative traffic impacts to four intersections along SR 67 that are not covered by the TIF program, will be mitigated by contributing its fair share to improvements to these intersections planned by others. The intersections are SR 67 at SR 78, SR 67 at Dye/Highland Valley, SR 67 at Archie Moore, and a County CIP project at SR 67 and 14th Street.

At the project itself, TM 5509 will improve its frontages along Day Street, Vermont Street, and La Brea Street to County standards, and with a proposed 145 foot long parking prohibition west of Vermont Street along Day Street, can, and will, at its own expense, restripe the intersection of Day/Vermont to provide separate left turn lanes in both directions on Day Street.

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TRAFFIC AND PARKING STUDIES

JF603
May 1, 2007

A Traffic Study For The Paseo Village Townhomes In Ramona (TM 5509)

Introduction

In mid February 2006, the above consultant was retained by the developer to conduct a traffic study for a small residential project located in Ramona. That traffic study is now complete and this report will document its findings.

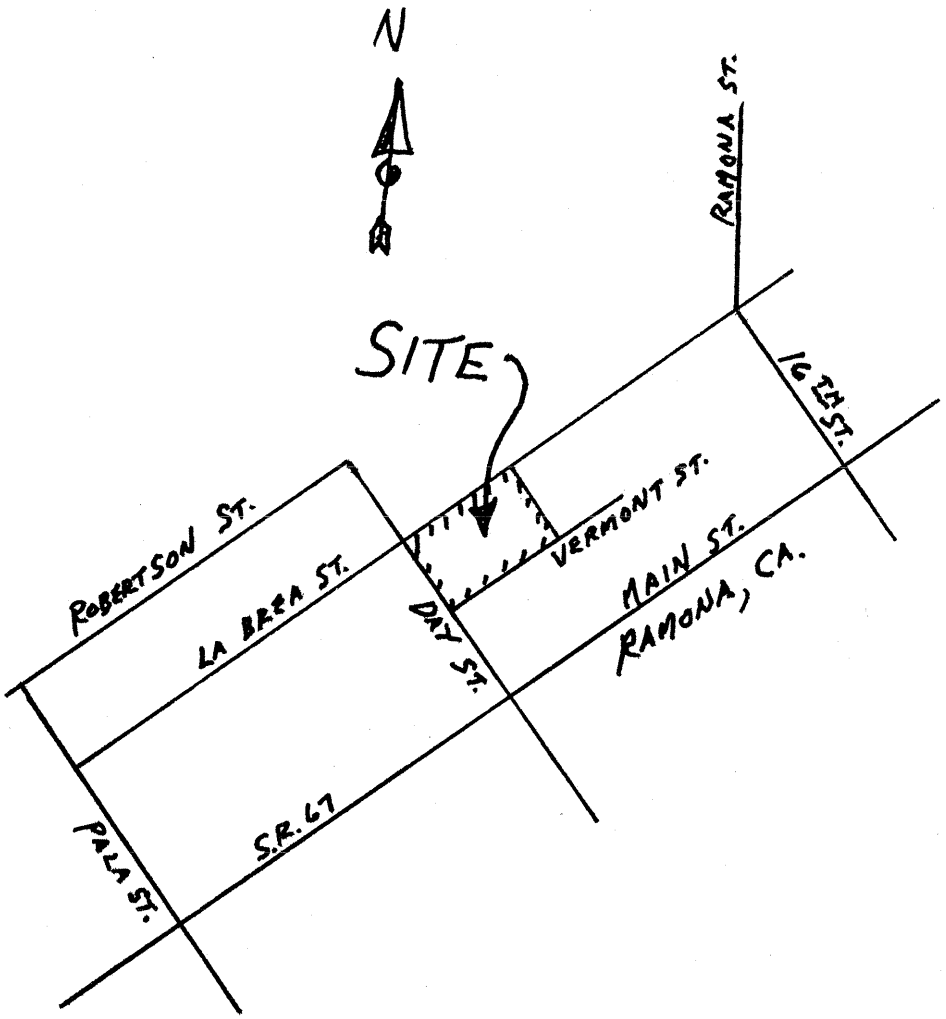
The Project

Figure 1 locates the project one block away from Main Street in Ramona. The Paseo Village Townhomes project is proposed to have nine buildings with a total of 31 residential units.

Figure 2 is a Site Plan of the project. Note that the project will gain all of its access via Vermont Street and then Day St. At Vermont and Day Street there is great flexibility of travel. Directly across Day is the K Mart shopping center along with the County Park and Ride lot at the northwest corner of Day / Main. To the right on Day, is the La Brea St. intersection where one can travel to the left and access Main St. at Pala Street. To the right on La Brea is a connection to Main Street via 16th or a route to east or west on Montecito. Finally, a left turn from Vermont to Day takes a project resident to the Day / Main Street intersection which allows travel in all directions.

Vermont Street is a local residential street that will always have very little traffic on it. Thus the 128 foot distance of the first driveway from Day Street, can never create a traffic problem. The design exception for this 128 foot distance rather than the Design Standard, 200 foot distance has been applied for.

In addition to the convenience of travel for resident motorists, it should be noted that pedestrians of the project can easily walk to the K Mart shopping center, to the bus stop on Day St. immediately east of Vermont, and of course, downtown Ramona along Main Street.



PASEO VILLAGE TOWNHOMES

LOCATION MAP

FIGURE 1

Project Site Plan

Steve – please insert an 8 1/2 x 11 copy of your site plan here. and place a page #.

Thanks

FIGURE 2

The Traffic Study

In reviewing the County "Guidelines for Determining Significance - Transportation And Traffic", it was determined that TM 5509, with 240 ADT requires an "Issue Specific Traffic Impact Study."

After talking with County staff, the intersections of concern for analyzing the project traffic impacts were Day St at Vermont, Day St at Main Street/SR67, and analyzing and mitigating its Rte 67 cumulative impacts.

Subsequent to that meeting, existing peak hour counts were made at the two intersections on 2/16/06. The counts are shown in the Appendix (A1 - A4) but the counts are summarized on Figure 3.

Using the counts of Figure 3, and the existing lanes and controls shown on Figure 4, made it possible to determine the existing LOS's (Level of Service) and delays at the intersections before the project traffic is added. The LOS's and delays were derived using Highway Capacity Manual (HCM) Traffix computerized formulas. The calculations are shown in the Appendix (A5 &A6) but Table 1 below shows the LOS's and Delays for each of the existing peak hours.

Table 1
Existing Intersection LOS's And Delays In The Peak Hours

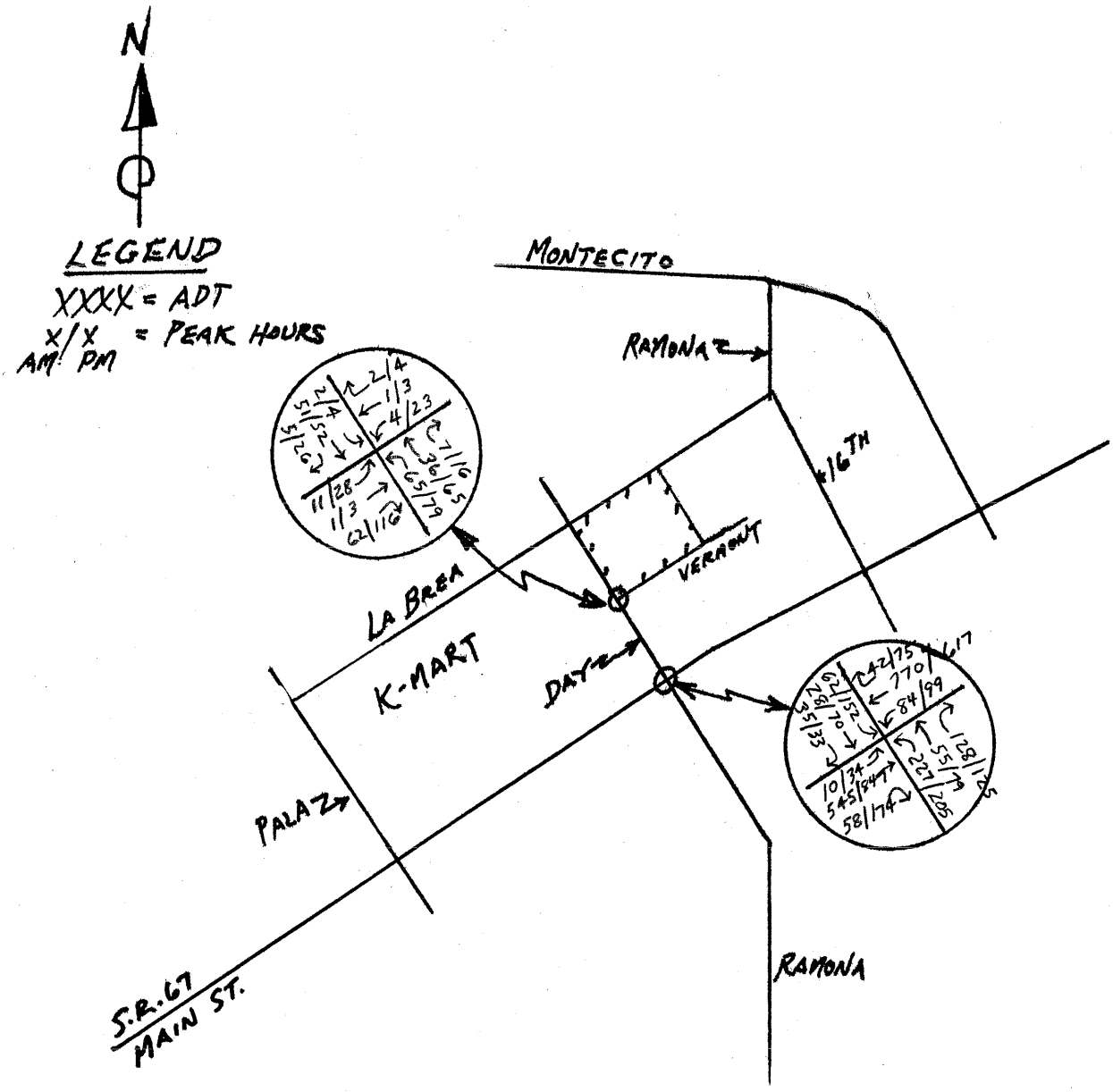
Intersection		LOS*	Delay*
1. Day at Vermont			
	AM	B*	10.5*
	PM	B*	12.8*
2. Day at Main St.			
	AM	B	19.5
	PM	C	26.9

*Worst Case

Note in Table 1 that both intersections have good LOS's at the present time with existing peak hour traffic.

Project Traffic Generation

In order to measure a projects traffic impact, it is first necessary to estimate its traffic generation. Using SANDAGS traffic generation rates for attached residential units, Table 2 below shows the projects estimated traffic generation. Note that though the projects has 31 new unit, there is an existing single family dwelling on the property and thus its traffic is already in the existing traffic of Figure 3 and the project has 30 net units.



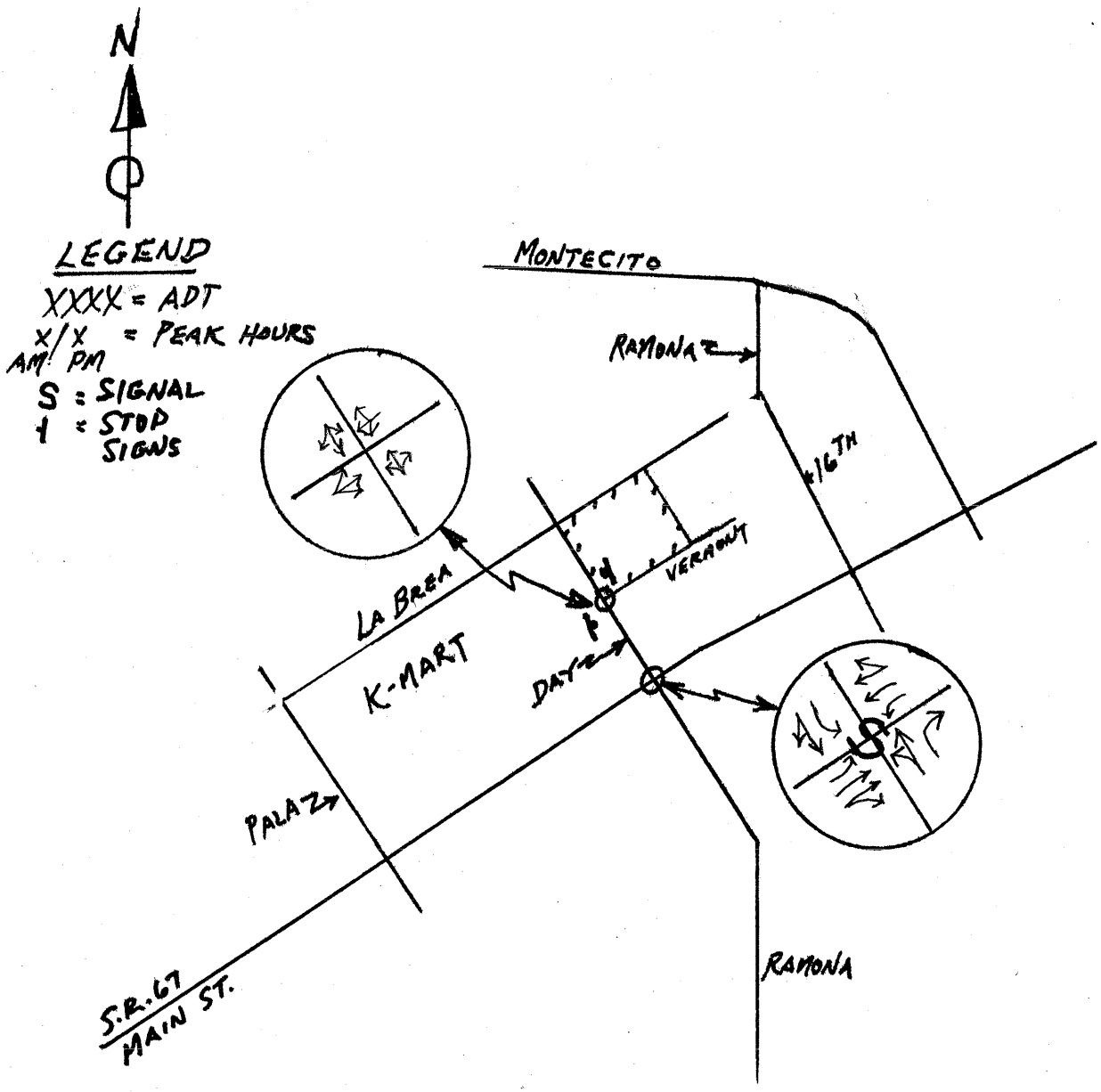
TRAFFIC STUDY FOR THE

PASEO VILLAGE TOWNHOMES

LOCAL EXISTING PEAK HOUR TRAFFIC

FIGURE 3

(COUNTS MADE ON 2/16/06)



TRAFFIC STUDY FOR THE

PASEO VILLAGE TOWNHOMES

EXISTING GEOMETRICS AT THE TWO CRITICAL INTERSECTIONS AND THEIR CONTROLS

FIGURE 4

Table 2
Estimated Project Traffic Generation

Land Use	Units	ADT Rate	Two way ADT	Peak Hours * AM In	AM Out	PM In	PM Out
Townhomes with 6 to 20 DU/Acre	30	8	240	4	16	18	8

*At 8% of ADT split 2:8 in AM and 10% of ADT spit 7:3 in PM

Project Traffic Distribution

Besides knowing a projects traffic generation, it is necessary to estimate how that traffic will distribute itself on the various roadways of the community. In this case, this consultant obtained a single zone assignment from SANDAG which made it possible to estimate the projects distribution. Figure 5 shows the project traffic distribution as derived from the SANDAG data.

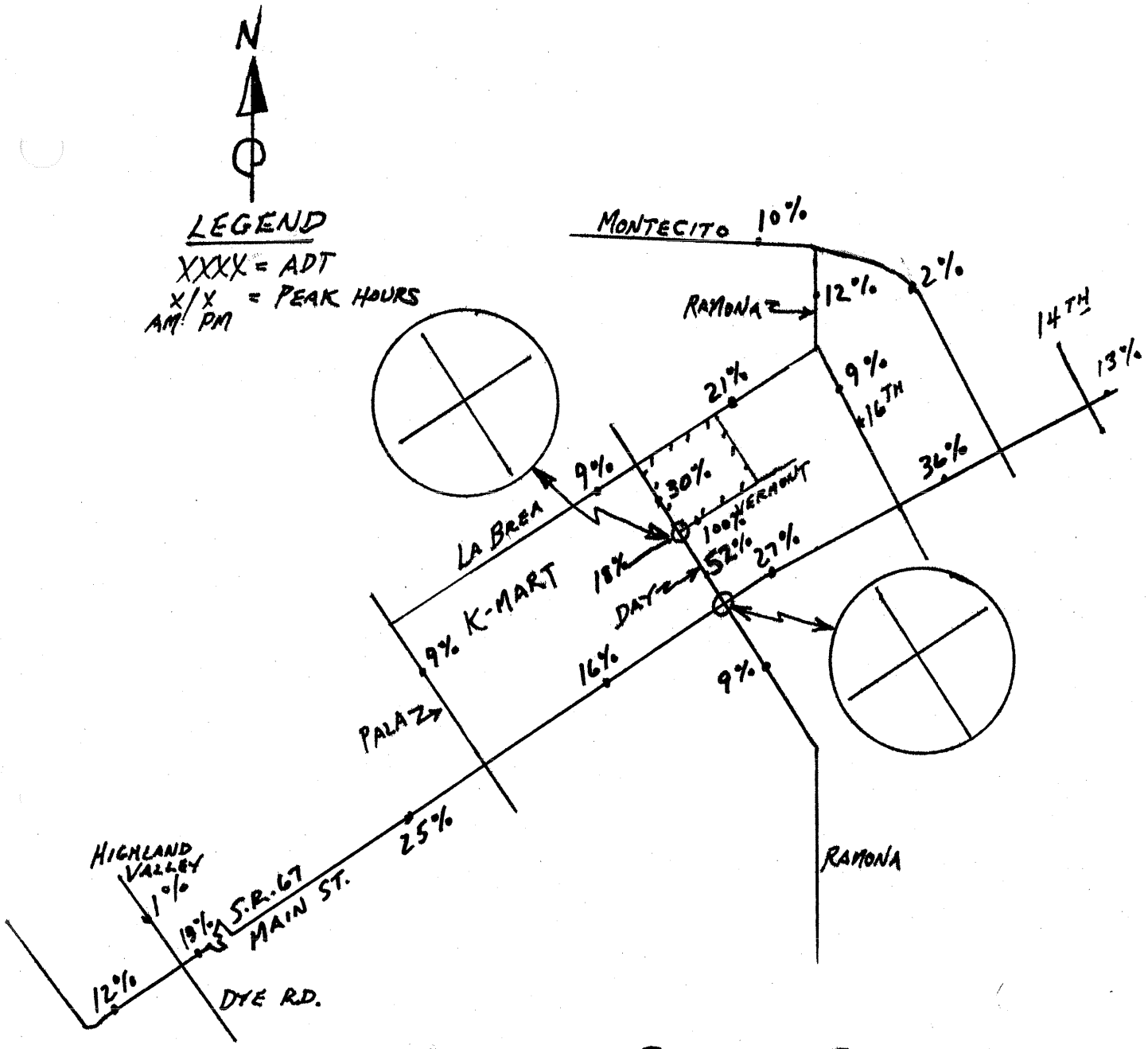
Project Traffic Assignment

Using the estimated project traffic generation from Table 2 and the distribution just discussed and shown on Figure 5, a traffic assignment was made for the project ADT and the individual peak hours. Figure 6 shows the project daily traffic while Figure 7 shows the AM and PM peak hour traffic. Note on Figure 7 how small the project volumes are when distributed to the various intersections and roadways.

Project Traffic Impact on Existing Traffic

By comparing the ICU's and delays of existing traffic shown in Table 1 (the before traffic) and the ICU's and delays derived by combining the before traffic and project traffic (Figure 7) into the "after" project traffic of Figure 8, the difference will show the true impact of the project.

Using the peak hour volumes of Figure 8 with the project improved geometrics of Figure 9 at Day and Vermont, the same HCM computerized calculations were made as those used to derive the "before" LOS and delays of Table 1 at the intersections. Table 3, below compares the before and after project intersection LOS's and delays and shows the true project impact.



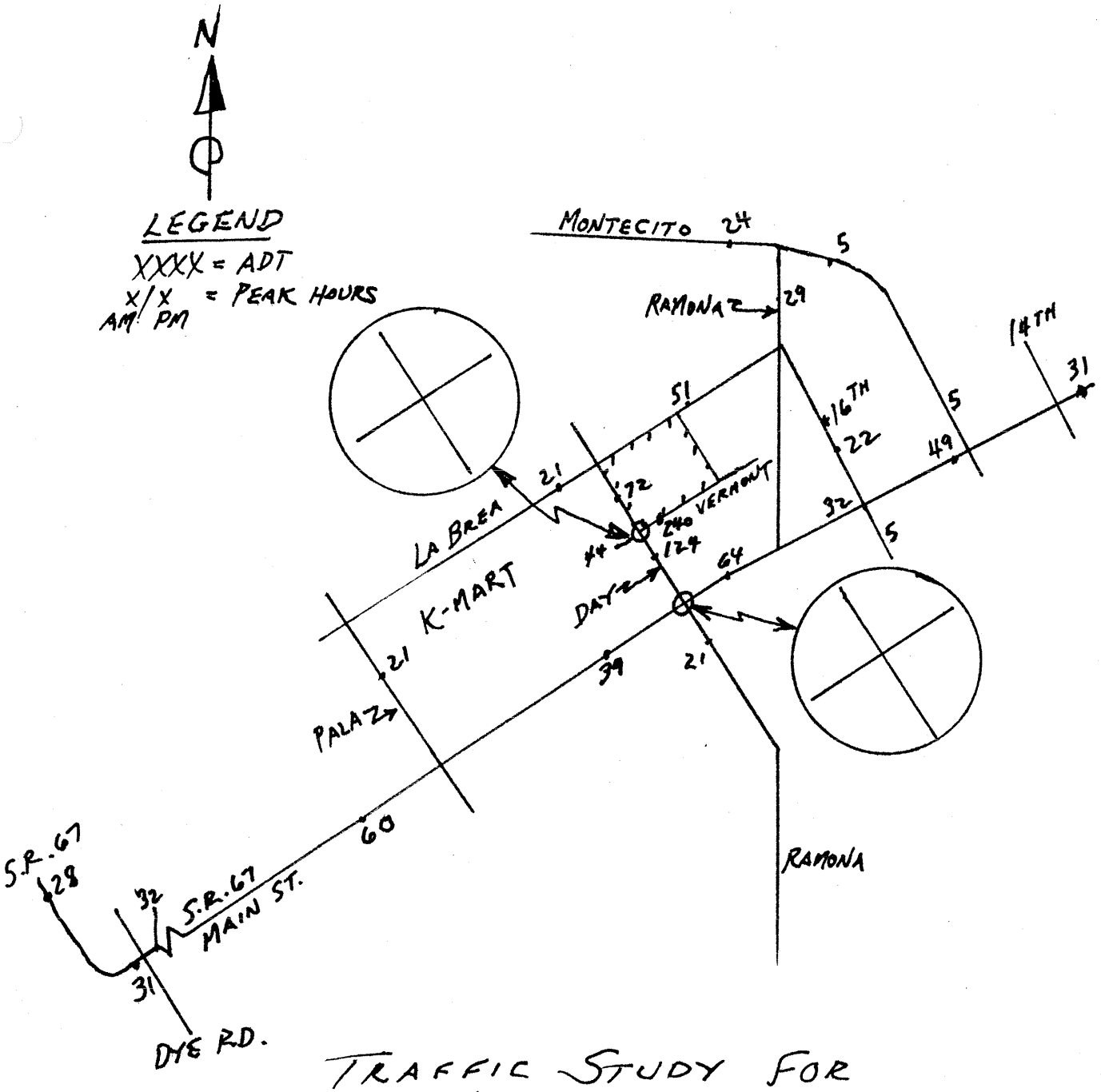
TRAFFIC STUDY FOR THE

PASEO VILLAGE TOWNHOMES

PROJECT TRAFFIC DISTRIBUTION DIRECTIONS

FIGURE 5

FROM SANDAG CITIES/COUNTY, SERIES 10 MOD.

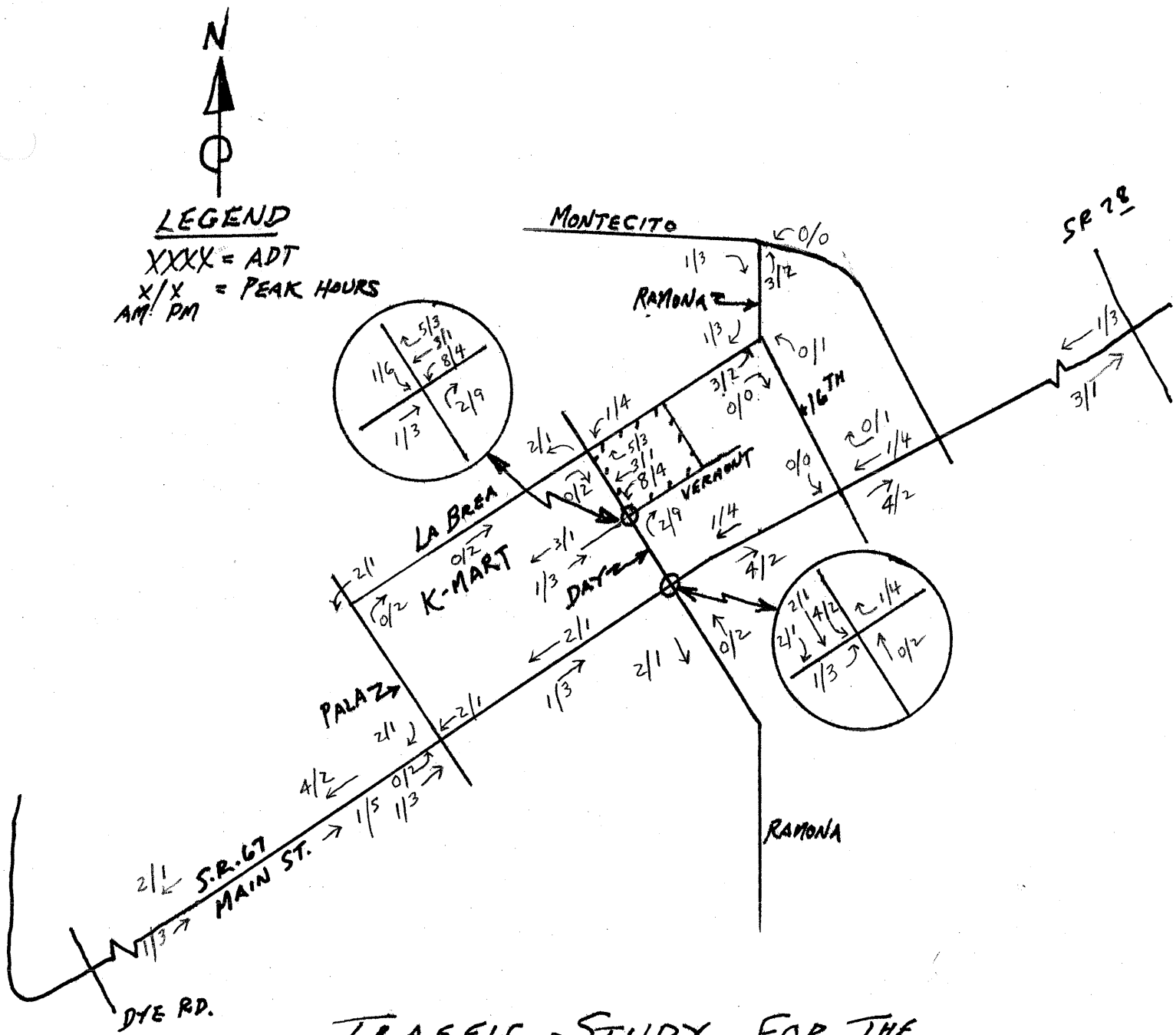


TRAFFIC STUDY FOR
PASEO VILLAGE TOWNHOMES

PROJECT ONLY DAILY TRAFFIC

(240 ADT)

FIGURE 6



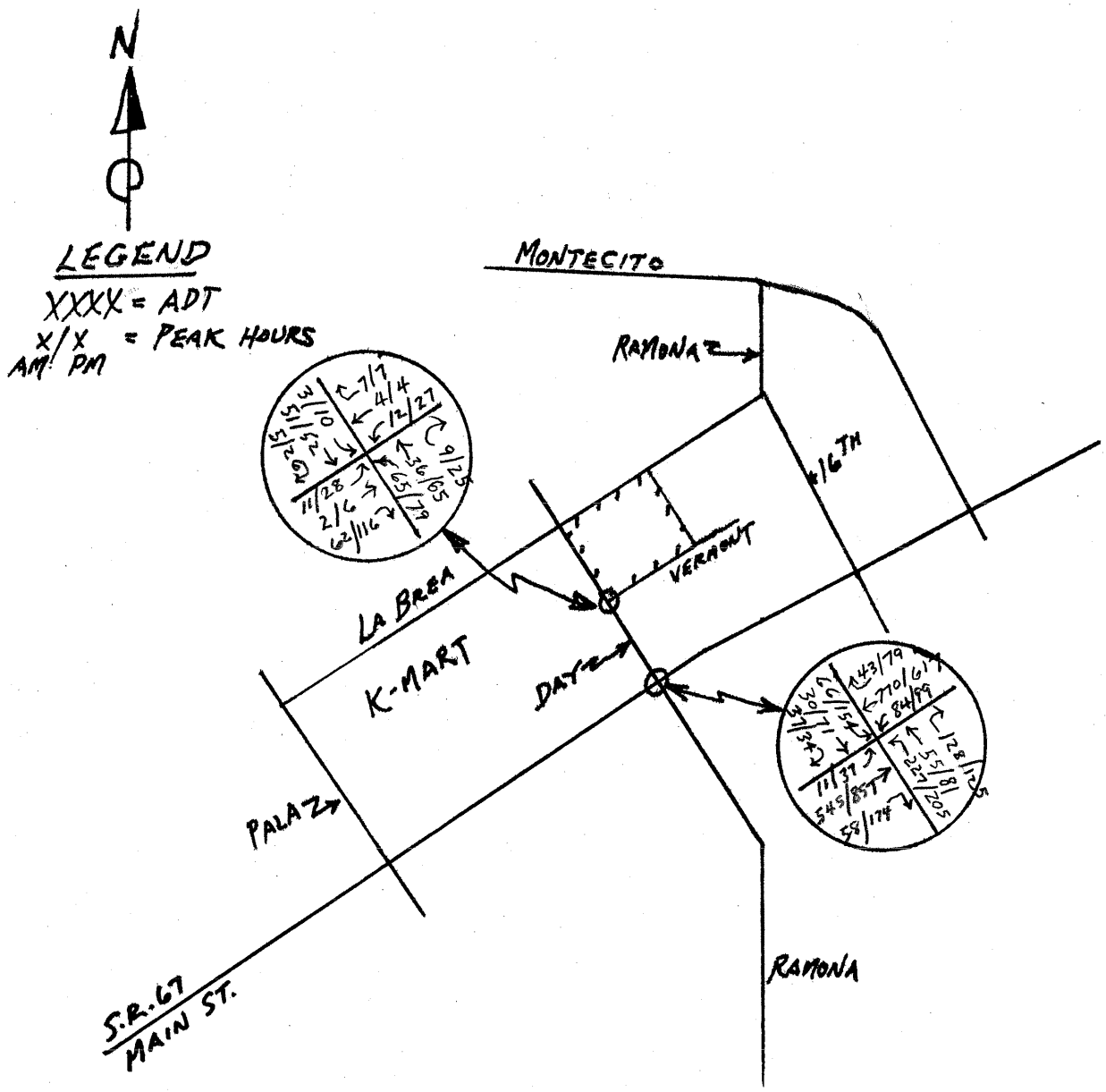
TRAFFIC STUDY FOR THE

PASEO VILLAGE TOWNHOMES

PROJECT ONLY PEAK HOUR TRAFFIC

(AM = 4 IN & 16 OUT
PM = 18 IN & 8 OUT)

FIGURE 7

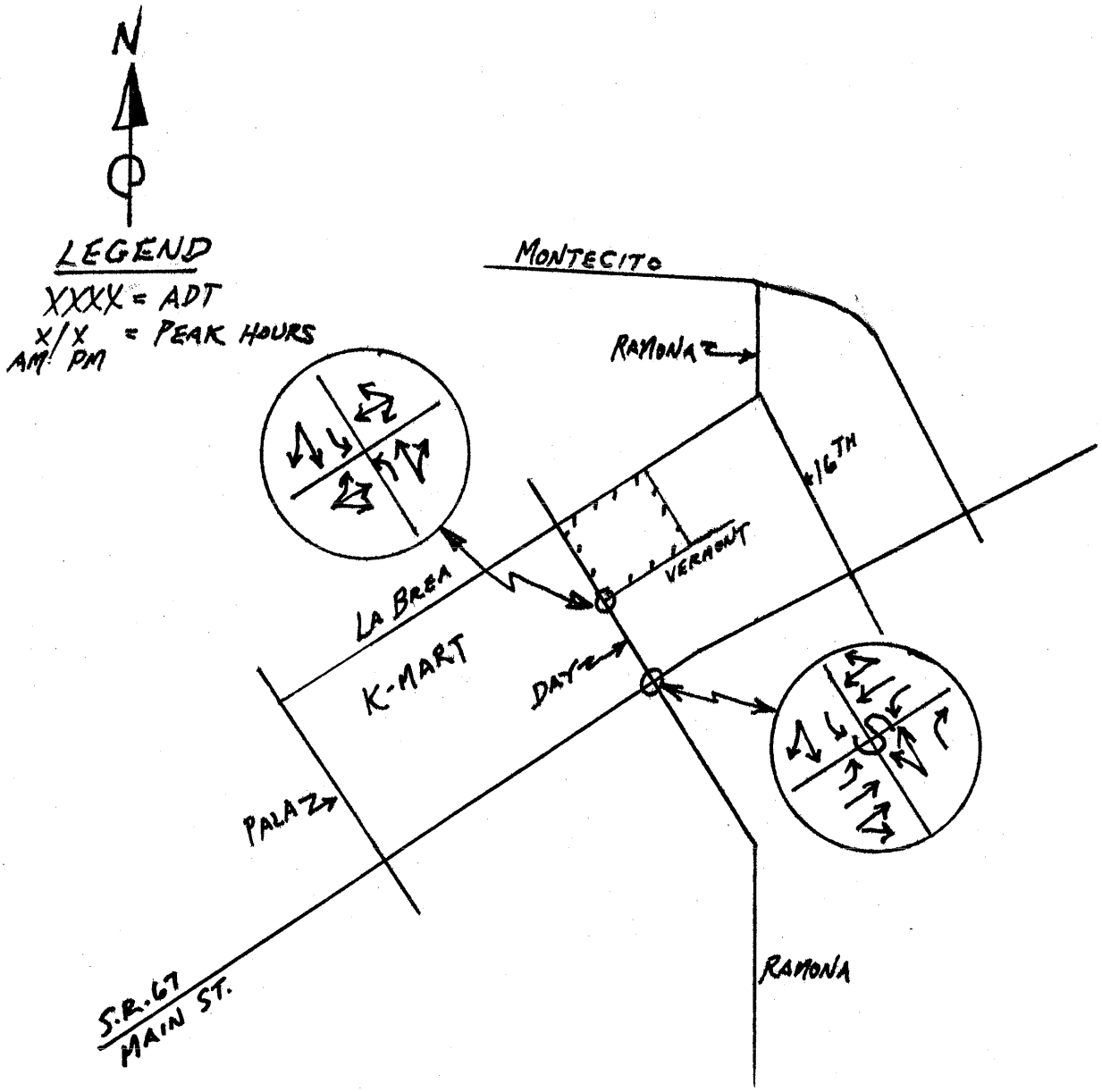


TRAFFIC STUDY FOR THE
PASEO VILLAGE TOWNHOMES

COMBINED "AFTER" PROJECT TRAFFIC

("BEFORE" TRAFFIC OF FIG. 3 COMBINED WITH PROJECT TRAFFIC OF FIG. 7)

FIGURE 8



TRAFFIC STUDY FOR THE

PASEO VILLAGE TOWNHOMES

NEW GEOMETRICS AFTER PROJECT IMPROVEMENTS

FIGURE 9

Table 3
Intersection LOS's and Delays Before And After Project

Intersection		Before LOS*	Before Delay*	After Project LOS*	After Project Delay*	Change In Delay
1. Day & Vermont						
	AM	B*	10.5*	B*	10.6	+0.1
	PM	B*	12.8*	B*	12.9	+0.1
2. Day at Main St.						
	AM	B	19.5	B	19.7	+0.2
	PM	C	26.9	C	27.2	+0.3

*Worst Case

What Table 3 clearly shows is that under the San Diego County "Guidelines for Determining Significance For Traffic" The Paseo Village Townhomes project in Ramona has no direct traffic impact and thus has no direct mitigation requirements. This conclusion is reached by realizing that with LOS C at Day and Main, over 2 seconds of delay is allowable before a direct impact is realized at a signalized intersection. Table 3 shows that with the project traffic in the PM peak, the project increases the delay by a maximum of +0.3 secs. Figure 9A is from the Guidelines and shows the significant delays for LOS E and LOS F intersections, and also the significant ADT's on segments. Table 3 above and the ADT's of Figure 6 clearly show that the project will have no significant direct traffic impacts.

At the unsignalized intersection of Day and Vermont, there is no critical movement at LOS D so no turning move limit of 20 or more, comes into play here and thus there is no direct traffic impact here either.

Project Cumulative Traffic Impact

The County of San Diego has adopted a Transportation Impact Fee program as a way for a project to mitigate its cumulative traffic impact. In the Ramona area, since SR 67 is at LOS F along some segments, any project that adds any traffic to SR 67 has a cumulative traffic impact and must mitigate this impact. The Paseo Village Townhomes project will add traffic to SR 67 (see Figure 6) and therefore must mitigate its cumulative impact. The only meaningful way for a small project to mitigate its cumulative impact is to contribute to the TIF program for those projects in the TIF program and pay its fair share to projects not in the TIF. TM 5509 will contribute to the TIF program based on its 30 net housing units.

Rte 67 on Main Street is not to be improved by the existing TIF program. This means that TM 5509 must find some other approved project in the area to mitigate its cumulative traffic impact on Main Street. The project can then contribute its fair share to the approved project or projects, and thus mitigate its minimal impact on Main Street (SR 67).

- *The additional or redistributed ADT generated by the proposed project will significantly increase congestion on a Circulation Element Road, State Highway or intersection currently operating at LOS E or LOS F as identified in Table 1.*

Table 1

Measures of Significant Project Impacts to Congestion
Allowable Increases on Congested Roads and Intersections

Road Segments

	2-LANE ROAD	4-LANE ROAD	6-LANE ROAD
LOS E	200 ADT	400 ADT	600 ADT
LOS F	100 ADT	200 ADT	300 ADT

Intersections

	SIGNALIZED	UNSIGNALIZED
LOS E	Delay of 2 seconds	20 peak hour trips on a critical movement
LOS F	Delay of 1 second, or 5 peak hour trips on a critical movement	5 peak hour trips on a critical movement

Note: A critical movement is one that is experiencing excessive queues.
Note: By adding proposed project trips to all other trips from a list of projects, these same tables are used to determine if total cumulative impacts are significant. If cumulative impacts are found to be significant, each project that contributes any trips must mitigate a share of the cumulative impacts.
Note: The County may also determine impacts have occurred on roads even when a project's traffic or cumulative impacts do not trigger an unacceptable level of service, when such traffic uses a significant amount of remaining road capacity.

The County of San Diego Public Road Standards include a table which establishes levels of service for County Circulation Element roads based upon average daily trips. This table shall be used in determining the level of service for County Circulation Element roads. The Highway Capacity Manual (HCM) includes analysis criteria for the assessment of the level of service for two-lane highways. The Director of Public Works may, based upon a review of the operational characteristics of the roadway, designate that a HCM analysis be used to determine the level of service for a two-lane County arterial in lieu of the level of service table provided in the County of San Diego Public Road Standards.

In determining the level of service for road segments and intersections outside of the County of San Diego's jurisdiction, the level of service standards for the jurisdiction or agency (Caltrans) shall be used. Early coordination with the affected jurisdiction and/or agency (Caltrans) should be conducted during the preparation of the traffic impact study.

FIGURE 9A

In order to determine the projects cumulative traffic impact along SR 67 all the other Ramona area near term projects must also be identified and their traffic on the Ramona area roadways quantified.

County DPLU staff prepared a list of Ramona area, "near term" projects. A group of traffic engineers, working in the Ramona area then combined the individual traffic generation for these projects and distributed them to the roadways. Figures 10A thru 10C show the DPLU list of the 80 other, near term, projects, while Figure 11 shows the total cumulative traffic volumes from those projects as combined by the group of traffic engineers. After review by County staff, the daily estimates of cumulative traffic shown in Figure 11, were used as cumulative traffic in other traffic studies in the area. (See Appendix)

For use at intersection analysis in traffic studies, a factoring method was used on the Figure 11 volumes to determine peak hour traffic volumes. In this method, existing peak hour intersection volumes were increased by the percentage increase in daily volumes between existing and existing + other projects.

Figure 12 and 13 show the existing ADT's and the total cumulative traffic ADT's without the project.

For segment analyses purposes Figure 14 was derived to show the combined existing plus cumulative traffic ADT's along the 67 corridor. Table 4 below compares the SR 67 segments with existing traffic (Figure 12) and, existing plus cumulative ADT's in the vicinity of the TM 5509 project.

Figure 15 shows the existing plus the cumulative plus the project traffic ADT's for use in Table 4.

Table 4
SR 67, Existing, Existing + Cumulative, and Existing + Cumulative + Project Segments

Segment SR 67	Capacity	Existing Volume	Existing V/C	Existing LOS	Existing + Cumulative Volume	Existing + Cumulative V/C	Existing + Cumulative LOS	Existing + Cum + Project Volume	Existing + Cum + Project V/C	Existing + Cum + Project LOS
7th to 3rd Sts.	37000	23300	0.63	B	30680	0.83	D	30690	0.83	D
SR 78 to Monticito	37000	29500	0.80	C	37292	1.01	F	37363	1.01	F
Montecito to Hunter	37000	27300	0.74	C	34562	0.93	E	34622	0.93	E
Hunter to Highland Valley	16200	27000	1.67	F	36338	2.24	F	36370	2.24	F
Highland Valley to Archie Moore	16200	24000	1.48	F	34456	2.13	F	34487	2.13	F

Note in Table 4 that the segment of SR 67 from SR 78 to Montecito is at LOS F with the cumulative and project traffic. Within this reach of SR 67 is the signalized intersection of SR 67 and 14th Street. Street segments rarely limit traffic flow along a corridor like SR 67 and SR 78. Intersections where there is conflicting cross traffic are usually the cause of delay. Because of congestion at 14th Street, the County of San Diego has a CIP project that will add a right turn lane to eastbound 14th Street and provide standard curb

LIST OF PROJECTS IN R/ A WITH TRAFFICE RELATED IMPACTS

as of September 17, 2004

Project #	Project Name	Acreage	Application Status	Number of Lots/Units or Square Footage	Description	Parcel #	Community Plan
MUP 70-379 W2	Salvation Army Camp	562	Active	N/A	summer camp and retreat center	322-030-02,10, and 322-060-01, 08	Ramona
MUP 78-121-06.	Grace Community Church	Not Listed	Active	N/A	Add parking lot, driveway, shade strucutre, add to church new classrooms (modular)		
MUP 89-019	Ramona Mobile Oil-Car Wash	1.2	Approved 4/24/2003	N/A	change car wash-add pumps	284-310-01	Ramona
MUP 96-017	Ramona Disposal Service	Not Listed	Active	N/A	Ramona Disposal Service / Transfer Station increase in capacity to 700 tons per day	282-222-13, 14, 15, 16	Ramona
MUP 00-004	Kevin O'Conner 535 Haverford Rd.	4.74	Approved 9/1/2000	N/A	mup for boyne valley ranch for group care	281-121-21	Ramona
MUP 00-031	Winterview-3rd Replacement	Not Listed	Approved 4/5/2002	36 lots.	Landscape Plan - TM 5224	279-180-25	Ramona
MUP 02-005	Rancho Canada Bed and Breakfast	5	Active	N/A	BED & BREAKFAST (Monte Vista Ranch) in Ramona	288-250-25	Ramona
MUP 03-035	Mountain Valley Ranch	portion of 25.48	Active	1	Equestrian Center on SR 78 in Ramona	328-010-02, 328-020-08, 09, 328-021-01, portion of 328-070-01	Ramona
MUP 03-086	Hellman Changing Options Group Care	0.92	Approved 2/20/2004	N/A	group care	portion of 281-484-43	Ramona
MUP 03-094	Nielsen MUP	1.74	Active	N/A	MUP for auto yard	281-460-21	Ramona
STP 85-003	Canyon Crest Apts.	9.63	Active	N/A	Converting Existing and Adding Senior Apartment Housing	281-121-26	Ramona
STP 00-013	SSA Enterprises	0.62	Approved 10/9/2001	12 units	12 Unit Apartment Complex (see CG 4279)	281-160-23	Ramona
STP 00-100 MUP 71-396W2	Ramona Airport Expansion				500 ADT	281-342-01	Ramona
STP 01-004	Alamo Mini Storage- Easement Vacations (No New Trips)	4.78	Approved 9/9/2002	N/A	B, "D", "S", site plan		Ramona
STP 01-022	Olympic Public Storage	4.02	Approved 9/4/2003	2	improvement plans for UY 4422	281-130-03	Ramona
STP 01-030	Daniel Vengler	0.72	Approved 2/14/2003	3882 sq.ft.	union bank building 3882 sf (see CG 4521)	281-182-03, 04	Ramona
STP 01-074	Burch Business Church	9.13	Approved 2/21/2003	34,500 sq.ft	34,500 office,operations and storage space for construction and light manufacturing	282-262-17	Ramona
STP 01-083	Express Car Wish Site Plan	2	Approved 11/25/2002	N/A	STP for Car Wash	281-122-25	Ramona
STP 02-040	Barron STP	Not Listed	Active	5	ramona D5 and B for auto body shop	281-262-16	Ramona
STP 02-064	Souza-Site Plan- One Stop Rental Site Plan (trips accounted for under TM)	4.21	Active	N/A	B & D site plan for industrial park in Ramona	281-351-04, 05, 06, 07, 08	Ramona
STP 02-077	Ramona Library	6.79	Approved 12/22/2003	N/A	county library	281-122-21, 22	Ramona
STP 03-044	Big Apple Bagles	0.4	Active	N/A	retail center	281-191-04, 05, 06, and 281-182-06, 12, 13	Ramona
STP 03-077	The Meurs Building	Not Listed	Approved 3/22/2004	N/A	B Site Plan for Comm. Bldg.	282-141-56	Ramona
STP 03-079	Olive St Self Storage	4.49	Active	N/A	Site plan B and S for self storage on Olive Street in Ramona	281-402-05	Ramona
STP 03-081	Ramona Automotive	1	Active	N/A	auto repair / fully enclosed	281-065-19	Ramona
STP 04-048	Ramona Fitness	Not Listed	Active	N/A	Ramona fitness center	282-211-04	Ramona
TM 4844	Black Canyon	60.34	Active	45 lots	Habitat Loss Permit - Replaces HLP 01-013	281-352-13	Ramona
TM 4862	Luelf Ranch in Ramona Dye Road	393	Active	96 lots	96 lots on 393 acres also includes a	244-120-40 th 47, 279-131-26, 28, 29, 244-140-01 thru 19, 244-141-01 thru 12, 244-142-01 th 14	Ramona
						Not listed	Ramona

Updated by DPLU Staff,
September 17, 2004

LIST OF PROJECTS IN RA A WITH TRAFFICE RELATED IMPACTS
as of September 17, 2004

26 NEW 11 ACTIVE 15 APPROVE

TM 4962	M.D.S.DEV.CORP./DECA	75.82	Active	30 lots	RAMONA replacement RP5 relocation of rd and open space easement to be vacated	279-121-45	Ramona
TM 5008	Ramona Ridge Estates	219	Active	25 lots	25 LOT SUBDIVISION	286-041-04	Ramona
TM 5136	Welsh TM	14.8	Approved 8/28/1998	12 lots	add bldg pads	282-342-16, 17, 19	Ramona
TM 5188	Brisson	3.75	Approved 2/20/2003	15 lots	15 Lots	284-202-09, 10	Ramona
TM 5194	TEYSSIER TM	289	Active	37 lots	37 LOT SUBDIVISION	279-030-02, 06, 07, 08, 10, 11, 279-010-09, 19	Ramona
TM 5198	A NATURAL HIGH INC	147.68	Active	38 lots	Replacement Map	277-111-09, 277-121-05, 08	Ramona
TM 5235	Monte Vista Oaks	40,425.70	Active	670 lots	Res. subdivision with a guest lodge, etc.	328-020-01, 328-020-08, 09, 328-090-01, 328-010-02, 327-130-02, 329-030-02, 328-100-01, 328-060-01, 327-030-03	Ramona
TM 5244	Stonecrest Development Inc.	69.57	Approved 2/5/04	14 lots	14 lot tm no prior er #	279-093-41	Ramona
TM 5250	MONTECITO RANCH	935	Active	417 lots	417 sfd on 935 ac with historical park and school	Not listed	Ramona
TM 5253	Oak Country Estates	768	Active	57 lots	formerly highland valley estates	382-011-03 thru 06, 379-192-15, 379-010-08, 33	Ramona
TM 5254	Development Venture/ Rainbird Rd	327	Active	67 lots	replace TM withdraw vesting request(STP)	288-090-15, 331-031-08	Ramona
TM 5257	Sunset Vista	9.57	Active	7 lots	7 lot major subdivision	284-032-17	Ramona
TM 5267	ROBERTS TM	48.26	Active (replaced)	8 lots	8 LOT SUB.	278-091-70, 72	Ramona
TM 5294	SPITSBERGER SUBDIVISION	137.53	Active	21 lots	ER review for SPA 03-004	327-031-02	Ramona
TM 5302	ELLIOT TM	21.6	Active	77 lots	TM FOR 77 LOTS assigned under REZ 04-02	282-261-62, 282-370-01, 02, 19, 20	Ramona
TM 5307	LAKESIDE VENTURES TM	202	Active	8 lots	8 lot subdivision	388-202-25, 26	Ramona
TM 5311	Meadow Builders	8.27	Active	12 lots	12 lot tm	284-320-79	Ramona
TM 5329	Mt. Woodson, The Gallery	84.15	Active	22 lots	single-family residence	Not listed	Ramona
TM 5344	805 PROPERTIES PAA/ Cumming Ranch	682.02	Active	136 lots	PAA TO CHANGE FROM .25 TO 1AC ZONING.	282-010-30, 43, 282-021-01, 02, 282-022-01, 282-041-09	Ramona
TM 5347	Nickel Creek	10.1	Active	45 units	Replacement map for 45 Condominiums on 4 lots	281-100-29, 34	Ramona
TM 5368	Maple Street Business Park Condos	2.87	Active	16 lots	Tentative Map 16 lot split	281-121-13, 23	Ramona
TM 5378	ESTATES AT MCDONALD PARK TM	12.77	Active	11 lots	ESTATES AT MCDONALD PARK TM	282-341-02, 17	Ramona
TPM 19982 TE	Koury- Old Julian Highway	17.03	Approved 10/9/2002	4 lots	Ramona off of Julian hwy	281-490-41	Ramona
TPM 20299 RPL	Fenton Ranch (TM 4979) Bandy Canyon	302	Approved 6/23/1999	N/A	16251 Bandy Canyon Rd between Ysabel Creek Rd and Hwy 78	276-040-02, 04, 06	Ramona
TPM 20318	Brinkler- Airmail Lane	8.87	Approved 10/20/2003	2 lots	2 Parcel minor subdivision on Garjan Lane	278-351-09	Ramona
TPM 20370	Lynn Thomas	8.53	Approved 10/22/1998	2 lots	2 LOT MINOR SUBDIVISION	277-111-37	Ramona
TPM 20401	RCDK Reality II	45.22	Approved 3/3/2000	4 lots	4 LOT SUBDIVISION	283-055-24	Ramona
TPM 20402	Lee	8.32	Approved 1/28/1999	2 lots	2 LOT MINOR SUBDIVISION	277-111-38	Ramona
TPM 20466	Sgobassi	19.82	Approved 9/22/2003	2 lots	SGOBASSI TPM	276-023-15	Ramona
TPM 20496	Quisenberry	17.1	Approved 10/4/2000	4 lots	4 lot minor subdivision	283-055-58	Ramona
TPM 20498 RPL2	Bagley/ Quisenberry- Caryn Ct.	37.46	Approved 8/22/2001	4 lots	Not Listed	279-092-02	Ramona
TPM 20564 RPL3	Mc Candlers- Pahl's Way	41.1	Active	5 lots	4 LOTS PLUS DES. REMAINDER PARCEL	279-151-11, 15	Ramona
TPM 20598	Dahl	3.52	Approved 2/26/2003	4 lots	4+	281-030-52	Ramona
TPM 20616	BORYSEWICZ, EDWARD	67.1	Approved 2/3/2003	4 lots	TPM 4 PARCELS AND REMAINDER , APN 327-011-36	327-011-36	Ramona

Updated by DPLU Staff,
September 17, 2004

FIG. 10B

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LIST OF PROJECTS IN RAMONA WITH TRAFFICE RELATED IMPACTS
as of September 17, 2004

TPM 20650	Huber TPM	12.88	Approved 8/12/2003	3 lots	3 PARCEL LOT SPLIT	283-061-32	Ramona
TPM 20656	Humphus- Barnett Road	2.53	Active	4 lots	Not Listed	284-310-17	Ramona
TPM 20665	Bush TPM	1.02	Approved 10/20/2003	4 lots	4 lot subdivision	284-173-31	Ramona
TPM 20679 RPL	Herold- Hillcrest Lane	4.68	Active	4 lots	4 lots	284-270-06	Ramona
TPM 20692	Means- Salida Del Sol	38.07	Active	3 lots	3 lots over 10ac in GP category 20	277-100-53	Ramona
TPM 20703 RPL	Herold- Ashley Lane	2.5	Active	4 lots	4 lots	284-031-01	Ramona
TPM 20724	Quisenberry	1.26	Active	4 lots	4 lots replacement map	282-273-23	Ramona
TPM 20747	KVAAS- Rainbird Road	60	Active	5 lots	TPM to create 4 lots plus a remainder	331-040-21, 22	Ramona
TPM 20749	Saffian- Lilac Road	20	Active	4 lots	TPM to create four lots	244-100-13	Ramona
TPM 20760	Ledesma- Ledesma Lane	2.53	Active	4 lots	4 lot minor subdivision	282-320-08	Ramona
TPM 20766 RPL	Wakeman- Old Julian Road	21.41	Active	5 lots	4 lots plus remainder	284-070-83, 84	Ramona
TPM 20769	Thompson- Haverford Road	11.97	Active	2 lots	2 lots	279-180-12	Ramona
TPM 20770	Taylor- Hwy 67	34.67	Active	5 lots	4 lots and remainder	278-411-09	Ramona
TPM 20771 RPL	718 Tenth Street	1.01	Active	4 lots	Not Listed	284-173-32	Ramona
TPM 20792	McDonald- Hanson Way	11.32	Active	5 lots	4+remainder	282-341-17	Ramona
TPM 20801	Herman- El Paso Street	10.11	Active	4 lots	TPM for 4 lots	281-522-15	Ramona
TPM 20808	Young- Sixteenth Street	1.77	Active	5 lots	4 plus remainder	282-273-07	Ramona
TPM 20809	Bates- Bandy Canyon/ Highland Valley	30.33	Active	5 lots	Not Listed	276-023-08	Ramona

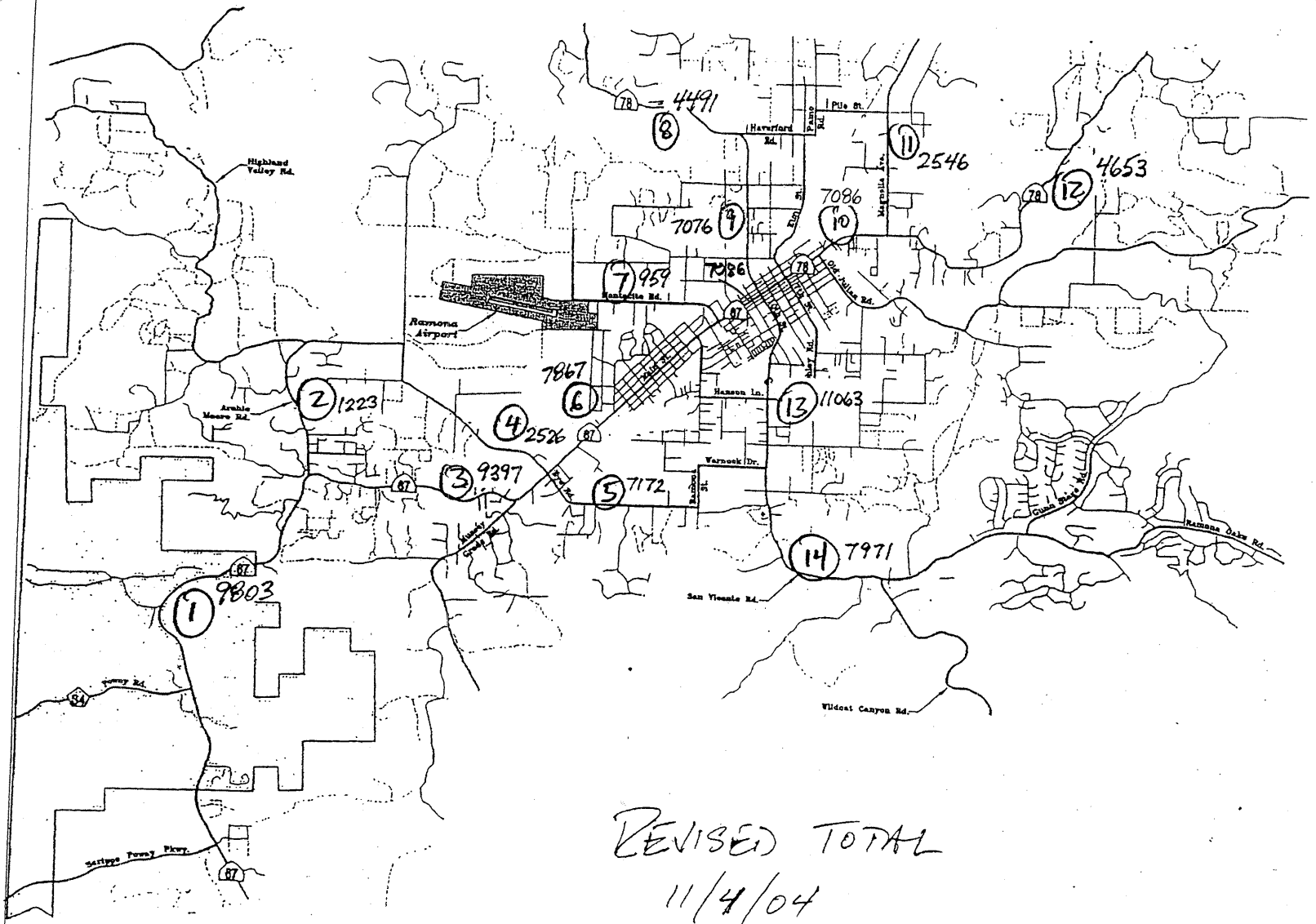
The projects listed above represent County projects that were either approved or active within the Ramona Coummunity Planning boundaries as of September 17, 2004. This list only includes projects that were included in the Urban Systems Associates Report, dated July 26, 2004 and historical data ending in September 17, 2004 in County databases including LDMS, KIVA and the GIS Discretionary Project Layer. The number of lots and square footage has not been verified with active case files.

Updated by DPLU Staff,
September 17, 2004

FIGURE 10C

18

18

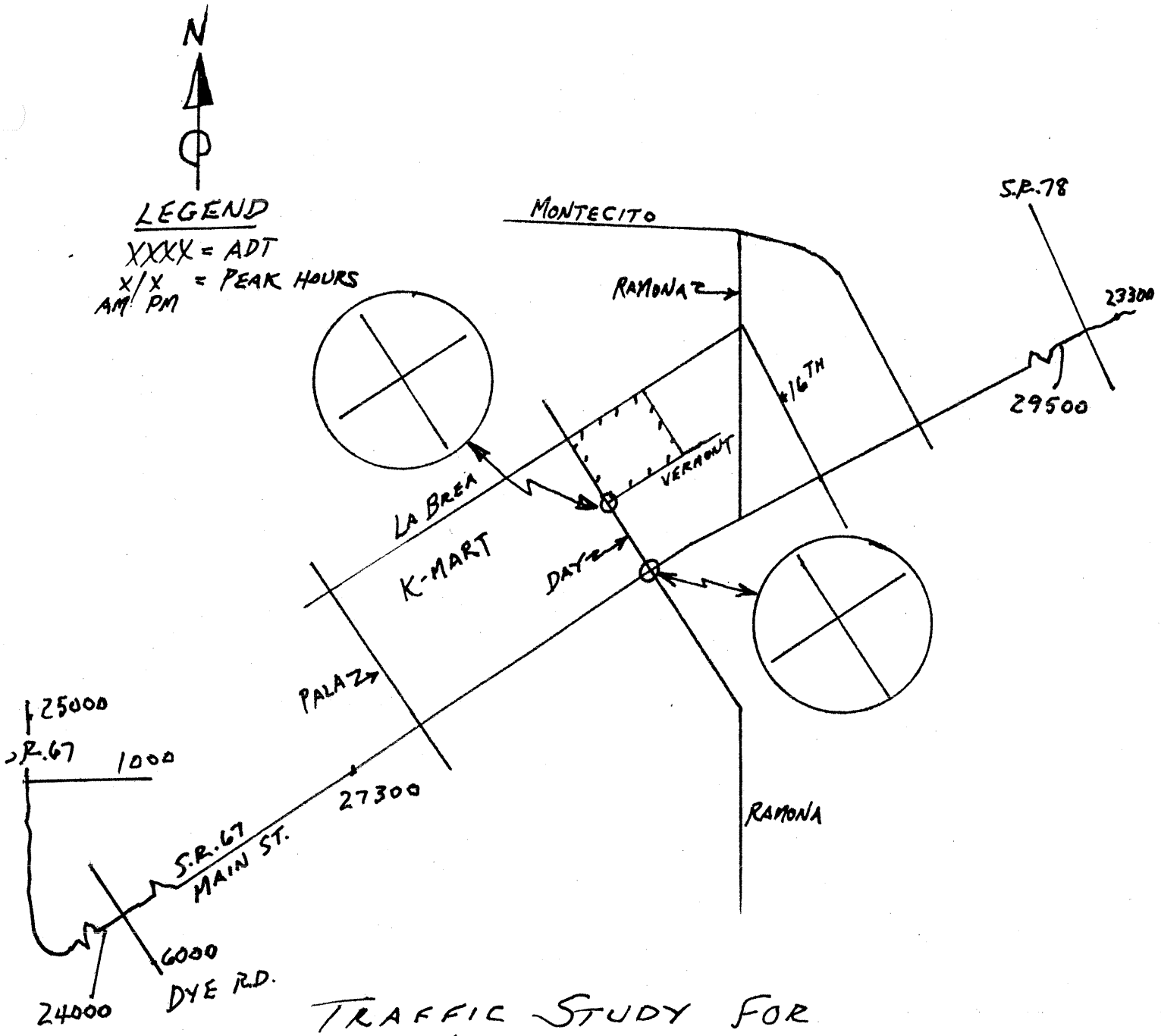


REVISED TOTAL
11/4/04

INCLUDES 7/26/04 TOTAL AND 25 NEW CUMULATIVE PROJECTS FROM COUNTY'S 9/17/04 LIST.

N
NO SCALE

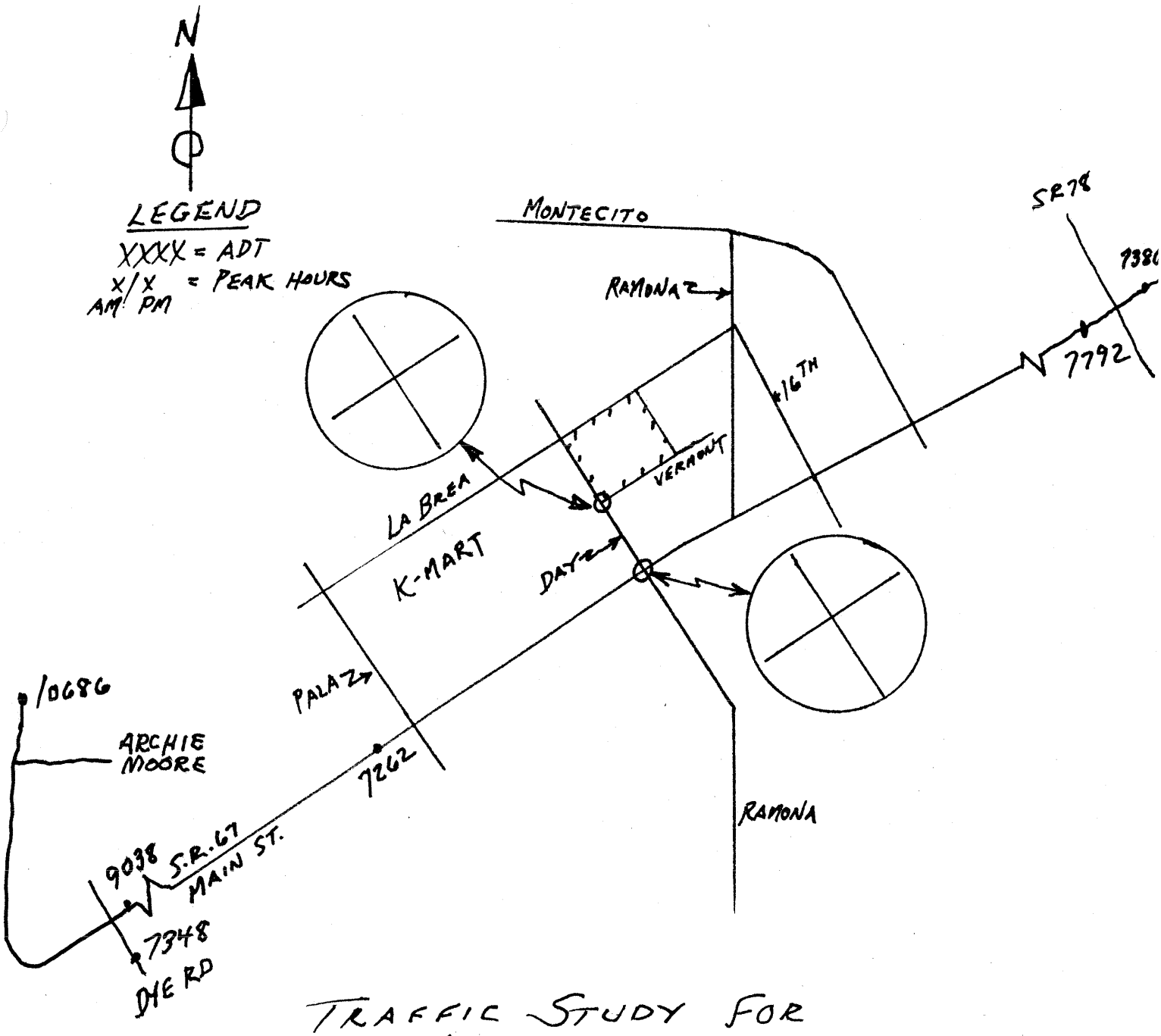
FIGURE 11



TRAFFIC STUDY FOR
PASEO VILLAGE TOWNHOMES

EXISTING S.R. 67 ADTs

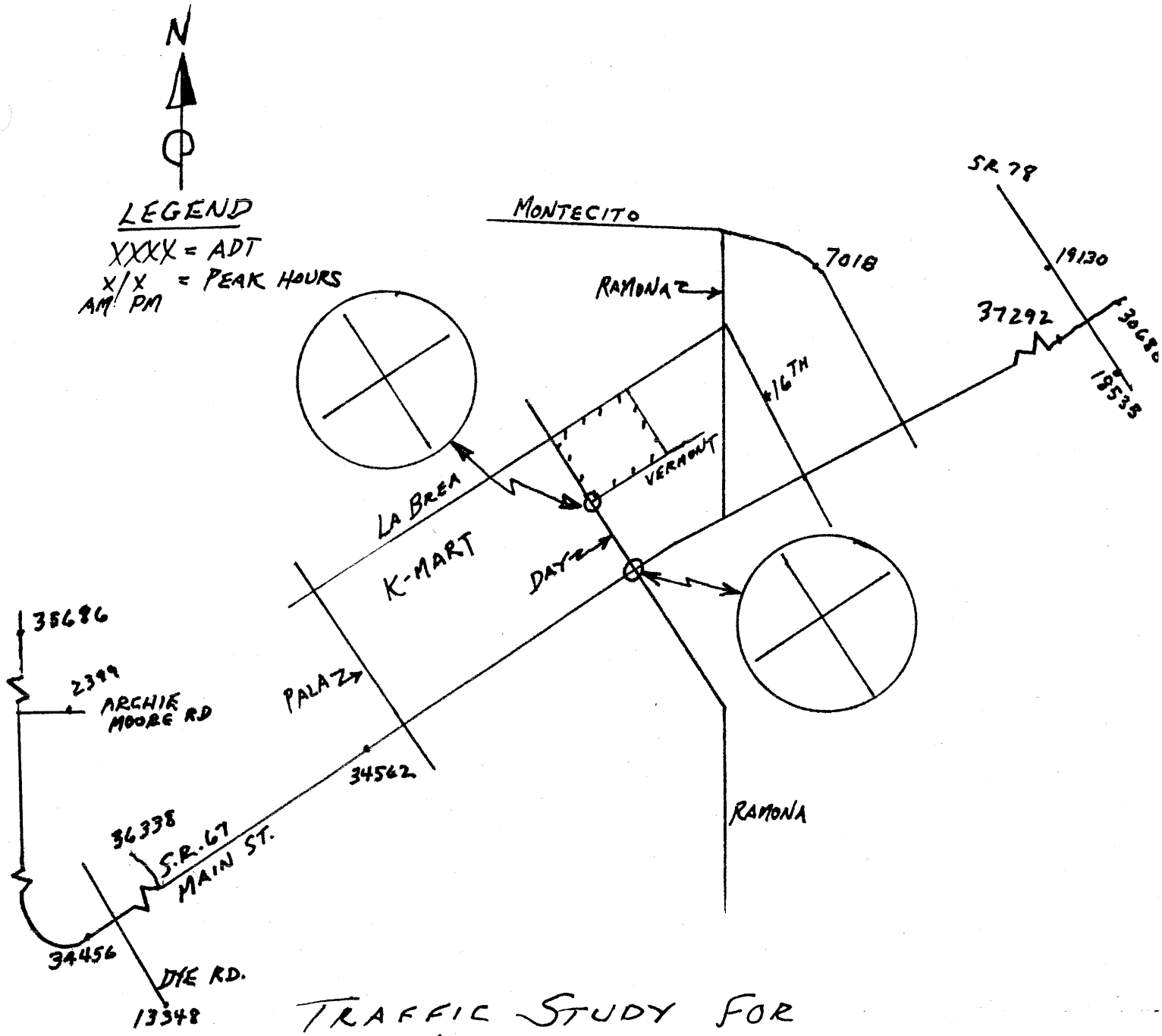
FIGURE 12



TRAFFIC STUDY FOR
PASEO VILLAGE TOWNHOMES

TOTAL CUMULATIVE ADT's - WITHOUT PROJECT

FIGURE 13

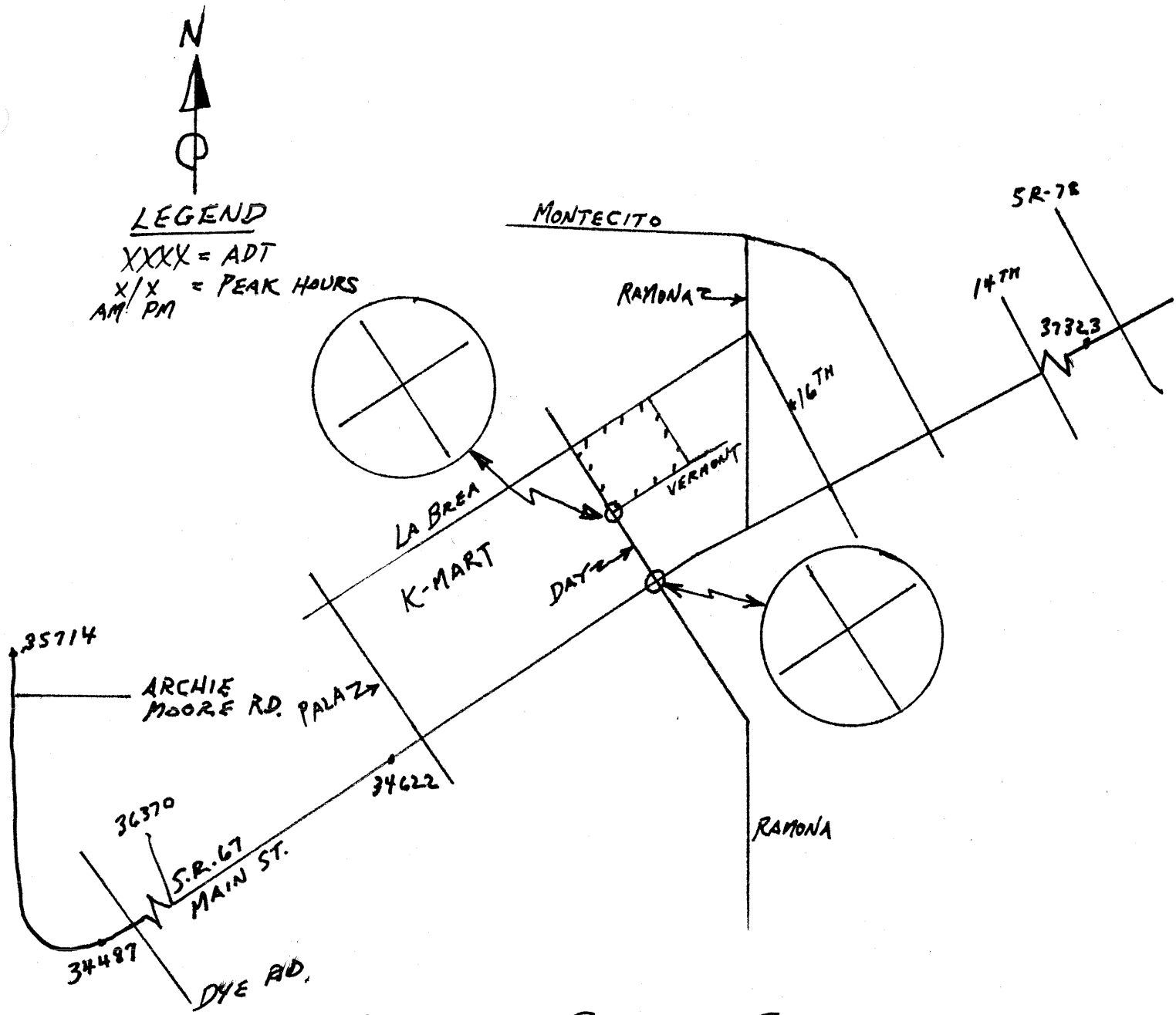


TRAFFIC STUDY FOR
PASEO VILLAGE TOWNHOMES

EXISTING + CUMULATIVE ADT's

FIGURE 14

FROM: MONTECITO RANCH - TIS - OCT. 2006



TRAFFIC STUDY FOR
PASEO VILLAGE TOWNHOMES

EXISTING + CUMULATIVE + PROJECT ADT's

FIGURE 15

returns at the intersection thus improving, the LOS at the intersection and along the SR 67 segments.

Table 4 also shows that SR 67/Main Street from Montecito to south of Archie Moore is LOS E or F with either existing or existing + cumulative + project traffic. Major intersections along this reach of SR 67 are the cause of the excessive delays. Intersection improvement projects have bee proposed at these major intersections by other development projects.

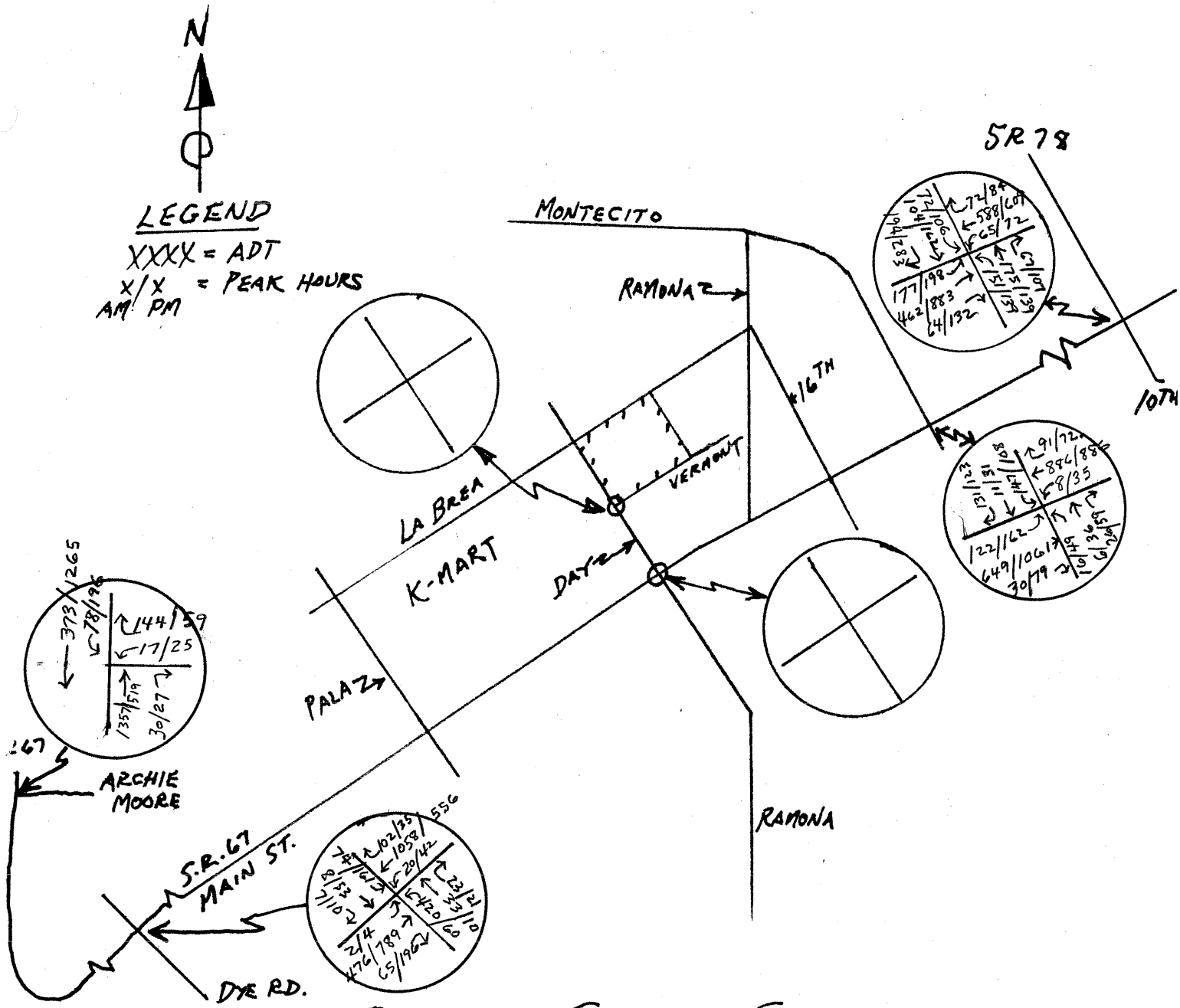
Figure 16 shows the existing AM and PM peak hour volumes while Figure 17 shows the existing plus cumulative projects AM and PM peak hour volumes at the critical intersections.

Table 5 below shows the comparison of the existing delays and LOS's at the SR 67 intersections with the delays and LOS's using the existing plus cumulative peak hour volumes of Figure 18. All calculations and results were derived from the Oct 23, 2006 Montecito Ranch Traffic study.
Figure 19 is the combined peak hour volumes of existing plus cumulative plus project volumes for use as the third traffic scenario in Table 5.

Table 5
SR 67 Existing, Existing + Cumulative, and Existing + Cumulative + Project Intersection Comparison

	Existing		Existing + Cumulative Project		Existing + Cum + Project	
Intersection	Delay	LOS	Delay	LOS	Delay**	LOS**
SR67 at SR78						
AM	33.7	C	102.4	F	102.4	F
PM	49.1	D	193.1	F	193.1	F
SR67 at Montecito Rd						
AM	26.0	C	39.7	D	39.7	D
PM	30.2	C	54.3	D	54.3	D
SR67 at Dye Rd/ H.V.						
AM	54.7	D	161.7	F	161.7	F
PM	22.3	C	53.1	D	53.1	D
SR67 at Archie Moore						
AM	141.0	F	*	F	*	F
PM	27.4	D	*	F	*	F

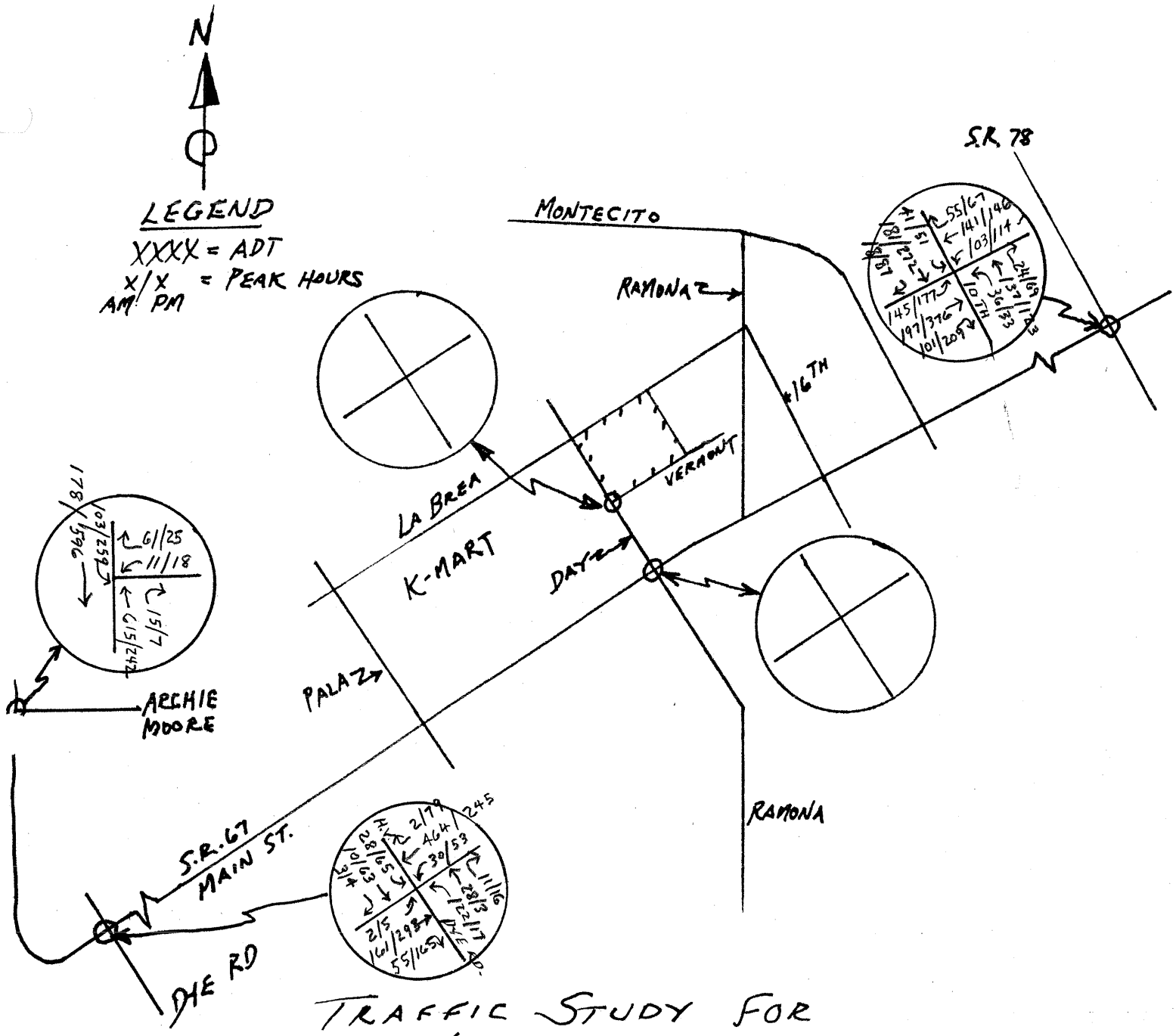
*Unsignalized - worst approach delay is so high it is beyond model accuracy
**Project volumes are so small No calculations were made - No changes in V/C or LOS



TRAFFIC STUDY FOR
PASEO VILLAGE TOWNHOMES

EXISTING S.R. 67 AM AND PM
PEAK HOUR TRAFFIC

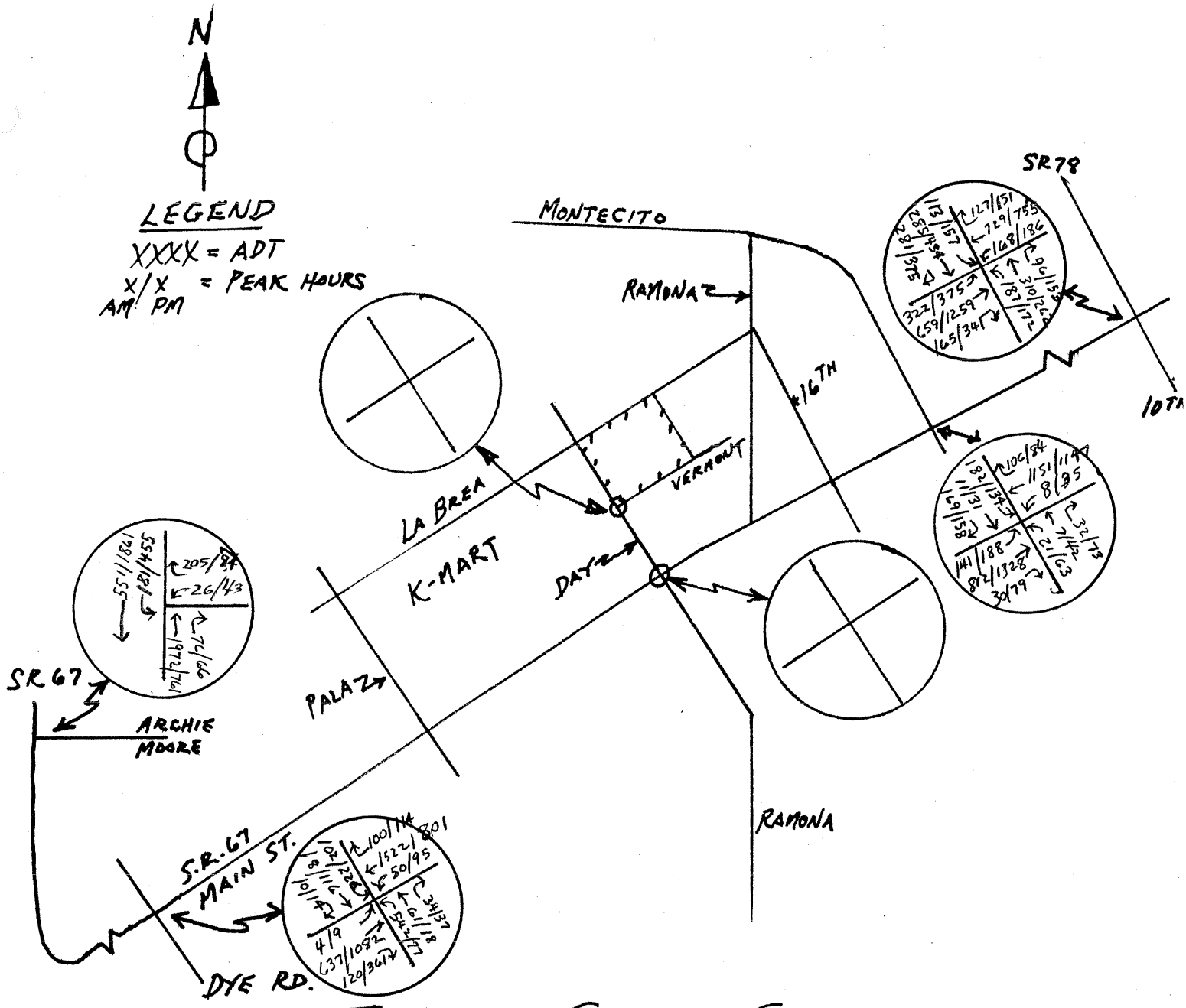
FIGURE 16



TRAFFIC STUDY FOR PASEO VILLAGE TOWNHOMES

TOTAL CUMULATIVE TRAFFIC FOR PEAK HOURS

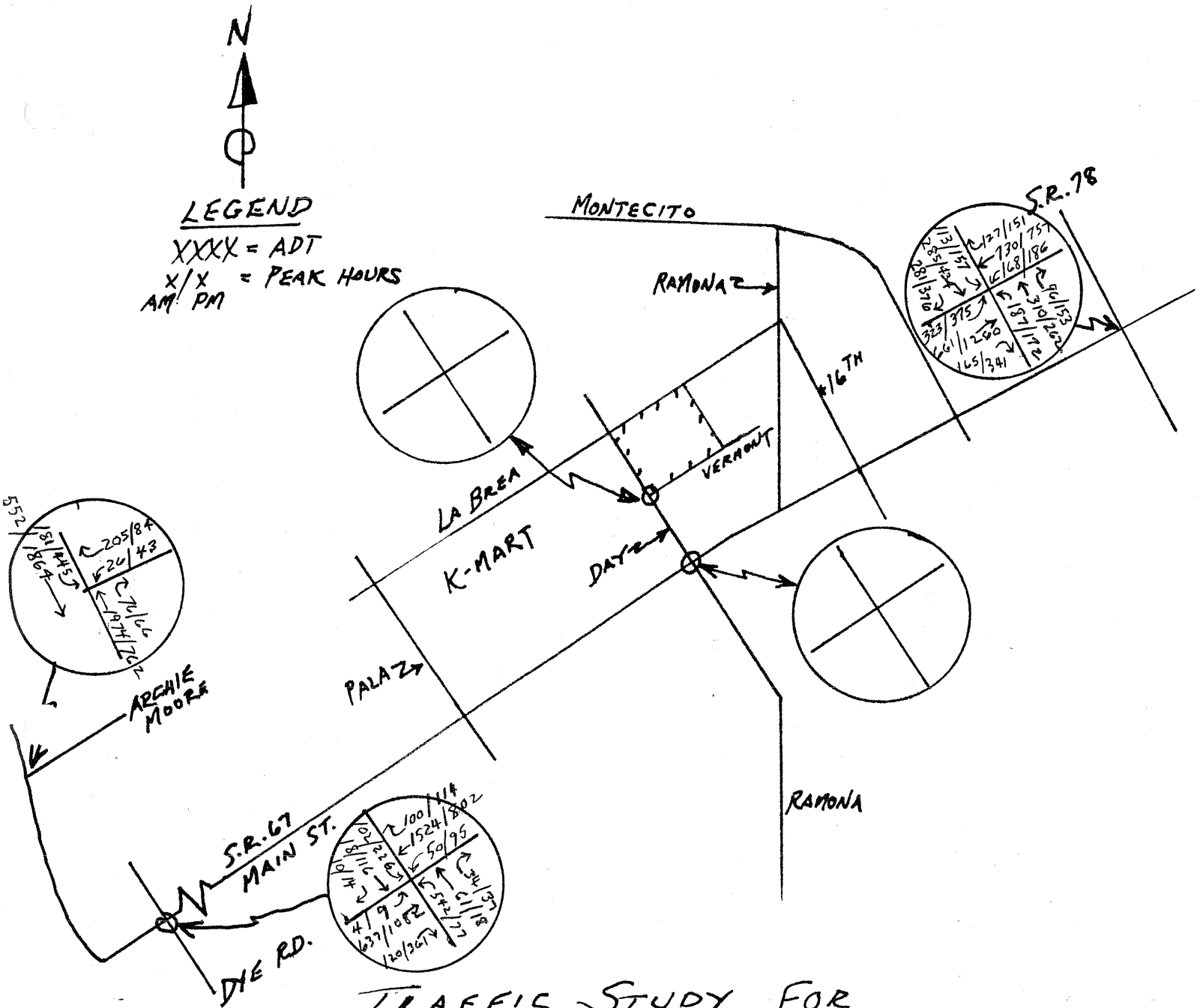
FIGURE 17



TRAFFIC STUDY FOR PASEO VILLAGE TOWNHOMES

EXISTING PLUS CUMULATIVE AM AND PM PEAK HOUR VOLUMES

FIGURE 18



TRAFFIC STUDY FOR
PASEO VILLAGE TOWNHOMES

EXISTING + CUMULATIVE + PROJECT
PEAK HOUR VOLUMES

FIGURE 19

As shown in Table 4, there are a number of segments that are at LOS E or F before the project traffic is added. Thus, the project will have a cumulative traffic impact on SR 67. Figure 6 shows these impacts to be very small however, e.g. 31 project ADT's, compared to 7792 ADT of the total cumulative traffic or .004%, on SR 67 approaching SR 78 (Fig. 12). These volumes and the project are so small that the project can not do any meaningful mitigation except contribute its fair share to larger mitigation projects when planned.

The same is true south of the project where the total cumulative traffic is 9038 ADT approaching Dye Road on SR 67 and the TM 5509 project will add only 31 ADT through the Dye Road intersection or .0034%. These project volumes will not be noticeable to the traveling public since daily, weekly and seasonal traffic volumes will vary much more than the project ADT's on SR 67.

Table 5 shows the critical SR 67 intersections under all three of the traffic scenarios e.g. existing traffic, existing + cumulative, and existing + cumulative + project traffic of Figure 7. As shown on Table 5, it is the cumulative traffic (Figure 18) that makes the big difference in Table 5 - the TM 5509 project does not. Table 5 shows that the project has a cumulative traffic impact on three of the four intersections eg. SR 67 at SR 78, SR 67 at Dye Road/Highland Valley, and SR 67 at Archie Moore.

Project Traffic Impact Summary

Table 3 and Figure 6 clearly show that according to the Guidelines, TM 5509 will have no direct traffic impacts (See Guidelines Figure 9A).

Tables 4 and 5 clearly show that the project will have minor cumulative impacts along SR 67 south of SR 78 and at three intersections according to the Guidelines, and therefore must mitigate.

Table 6 below is a summary table of segments and intersections where the TM5509 project will have a cumulative impact and therefore must help mitigate its non- TIF fee cumulative impacts.

Table 6

Summary Table Of Project Cumulatively Impacted Segments And Intersections And Their Mitigation

Segments	Mitigation Projects
1. SR 67 / Main Street at SR 78, to Montecito	At SR 78 and SR 67, restripe the west leg of SR 78 and modify the signal. Pay Fair Share at 14th Street and SR 67, add an eastbound right turn lane and normal curb returns to reduce existing LOS. Pay Fair Share of County CIP project
2. SR 67 / Main Street Monticito to Archie Moore	Improve traffic on segments by improving intersection of SR 67 and Dye Road/Highland Valley, and installing a traffic signla at SR 67 and Archie Moore.
Intersections	
1. SR 67 / Main St at SR 78	See above and pay fair share
2.SR 67/Main St. At Dye Rd/Highland Valley	Provide dual, westbound, Dye Rd. left turn lanes as proposed by others. Pay Fair Share.
3. SR 67 at Archie Moore	Install a traffic signal that will probably be implemented by Caltrans and Pay Fair Share.

Mitigation Description

Table 5 shows the three intersections along SR 67 that the project should help mitigate because of its cumulative traffic impact. These intersections can be greatly improved by the improvements listed below from the Montecito Ranch TIS. TM 5509 should make its Fair Share contributions to all of these projects.

1. SR 67 at SR 78 (Pine at Main): With the addition of the cumulative traffic, the SR 78 leg of the intersection needs to be re-striped to provide a right turn lane. The traffic signal also needs to be modified. Project impacts at this location are cumulative, so payment of the projects fair share of the cost is required for mitigation. The fair share of the project should be based on its traffic being .0026% of the total entering cumulative traffic.

2. Highland Valley Road / Dye Road: Based on existing and cumulative traffic growth this intersection will need to be widened. Other projects (The Cummings Ranch) will complete the project which provides dual westbound Dye Road left turns. The TM 5509 project should contribute its fair share to mitigate its cumulative impacts here, based on its share being .0039% of the total entering cumulative traffic.

3. SR 67 at Archie Moore: Signalize this intersection. A project fair share contribution will be required at this location. Caltrans or others will implement the project. A fair share contribution from TM 5509 to mitigate its cumulative impact should be based on its .0033% of the total entering cumulative traffic.

4. At the discretion of the County Dept. of Public Works, the project could help mitigate its cumulative traffic impact on SR 67 by contributing to a County Capital Improvement project just north of Montecito Road at the signalized intersection of SR 67 and 14th Street. This project will add a separate right turn lane on eastbound 14th street approaching SR 67, and will construct standard curb returns on all four quadrants. The CIP project is proposed to provide and improve LOS at the SR 67 intersection, better access to new streets constructed northwest of Main Street and reduce traffic on Montecito at SR 67. The TM 5509 project should base its fair share on its traffic being .0026%of the total entering cumulative traffic to the intersection.

CMP Analysis

Based on the Guidelines, the TM 5509 project does not require a CMP analysis since its 240 ADT traffic generation is only 10% of the 2400 ADT, adopted regionally, as the normal divide where CMP analysis is required.

Conclusions

The Paseo Village Townhomes project is a good project for developing additional, close in, residential housing since it has minimal traffic impacts, is within walking distance to shopping, the court house, the library, the park and ride facility and a bus stop in Ramona.

The Paseo Village Townhomes project in Ramona (TM 5509) with 240 generated ADT's, has no direct traffic impacts on Day Street, or SR 67, either at intersections or segments.

Since sections of SR 67 segments and intersections are already at LOS E or F, TM 5509 will have cumulative traffic impacts and must mitigate.

TM 5509 will mitigate its non SR 67 cumulative impacts by participating in the County TIF program with its 30 units.

Since SR 67 improvements are not part of the TIF program, TM 5509 must mitigate its minor cumulative impacts by paying its fair share of four intersection improvements as proposed by others. These intersection improvements will also improve SR 67 segment operations.

TM 5509 will pay its fair share of proposed improvements at SR 67 and SR 78, at SR 67 and Dye Rd/Highland Valley, and at SR 67 and Archie Moore. Additionally, if asked, it will pay its fair share to a County CIP project at the signalized intersection of SR 67 and 14th Street.

TM 5509 will dedicate and improve its frontages along Day Street, Vermont Street and La Brea Street to County of San Diego standards.

TM 5509 will restripe Day Street to create separate left turn lanes at the Day Street/Vermont Street intersection as shown on a preliminary drawing on Figure 20.

Recommendations

It is recommended that TM 5509 improve its street frontages to County of San Diego standards of dedication and pavement and sidewalk construction.

It is recommended that TM 5509 apply for a design exception for the Vermont Street driveway closest to Day Street.

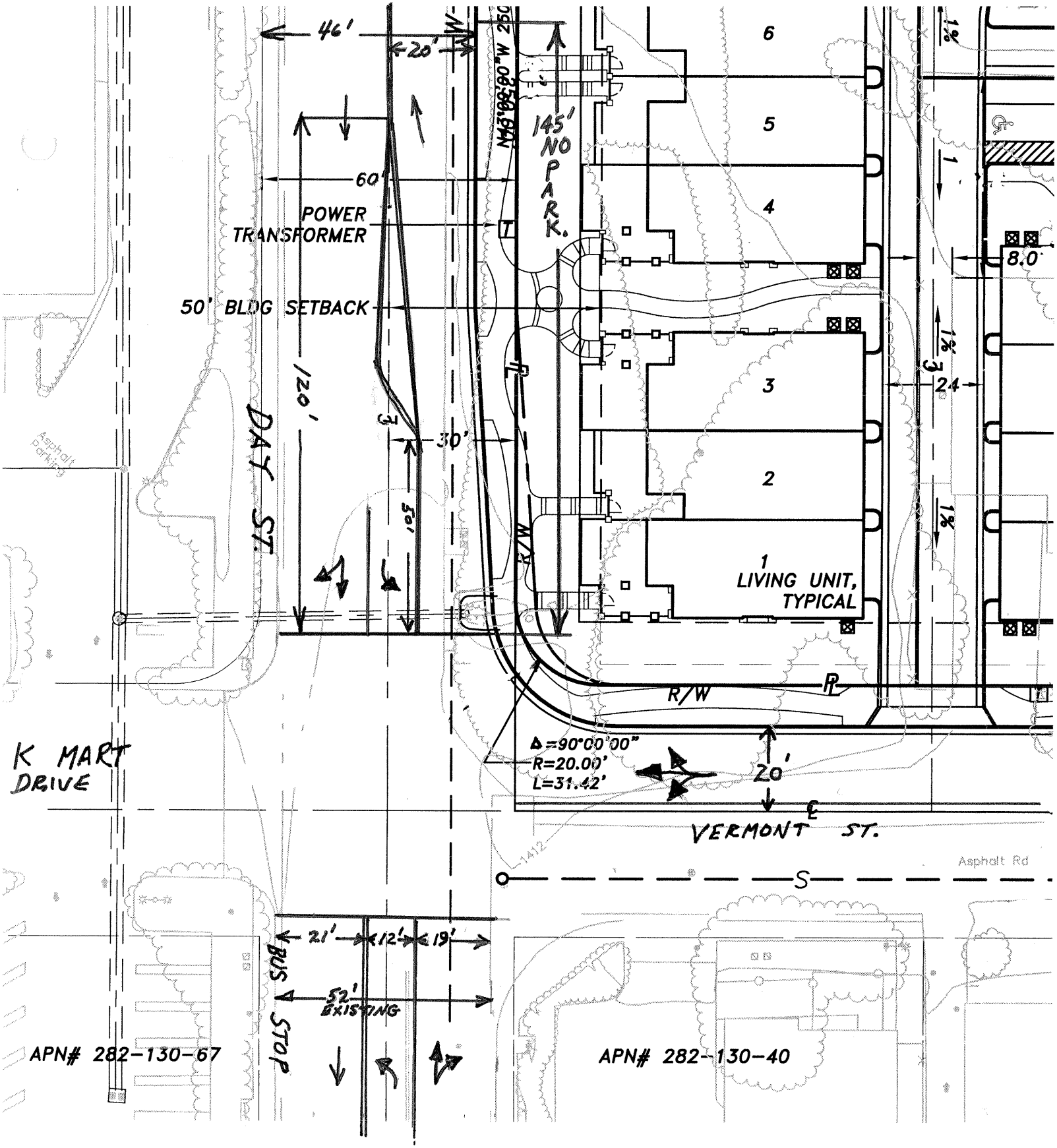
It is recommended that TM 5509 pay for, and restripe, the intersection of Day/Vermont similar to that shown on Figure 20, and apply for the 145 feet of no parking along its frontage on Day Street west of Vermont Street as shown on Figure 20.

It is recommended that TM 5509 pay its fair share to the improvements planned by others, at the intersections of SR 67/SR 78, SR 67/Dye-Highland Valley, SR 67/Archie Moore, and the County CIP project at SR 67/14th Street, after they have been identified / established as officially scheduled projects by the County and/or Caltrans.

It is recommended that TM 5509 contribute to the County TIF program based on its 30 net housing units.

With the implementation of the above recommendations, the project will have mitigated its traffic impacts and thus the County, and the Ramona community, can be assured that the Paseo Village Townhomes project will have done it share towards alleviating existing traffic problems.

James W. Federhart 5/1/07
Federhart & Associates



DAY ST. — VERMONT ST.

PRELIMINARY STRIPING PLAN

SCALE = 1" = 30 FT.

FIGURE 20

F

APPENDIX